West Laurel Interchange

1. Rebuild the Bridges

The old bridges need to be brought up to current design standards. As the amount of aging infrastructure grows across our nation, MDT’s objective is to stay ahead of the curve and replace these structures as quickly as prudent to improve road safety for local and area travelers. At the same time, this section of road will be improved and roadbeds will be constructed to receive future connections from the interchange to local roads and ramps.

In addition to the new bridges, MDT designed the overpass area with gentler curves and wide shoulders to ease motorists’ navigation.

2. Reduce the Curve

New gentler curve

Old sharper curve

3. Reconsider your Speed

Obey posted speed limits and be aware of road conditions. Curves are tougher to negotiate and much more so during Montana’s icy and snowy winters.

West Laurel Interchange Crash History

Crash Data between 2012 - 2017

- Most common lane for crash: Eastbound | 78%
- Most common type of crash: Fixed object impact | 76%
  - Objects include: Concrete Barrier, Guardrail, Bridge Rail, Moving Vehicle, or Wild Animal
- Most common crash Injury: Property damage | 74%
  - Non-injury
- Most common time of year for crash: November-February | 69%
  - Low light conditions
- Most common road conditions for crash: Ice/Snow/Frost - Winter | 66%
- Most common time of day for crash: Daylight hours | 68%